

Gov't grounds Sulpicio ships; inquiries set

By Lella B. Salaverria
and Risa T. Chaves

NAVY AUTHORITIES YESTERDAY suspended the operations of all vessels of Sulpicio Lines Inc., one of the Philippines' biggest interisland shipping firms, whose 35-year history of ferrying passengers between islands has been marred by four sea tragedies.

The decision by the Maritime Industry Authority (Maritime) to ground the entire Sulpicio fleet followed with a move in the Senate to investigate the disaster, and a call from the House of Representatives for the revocation of the licenses of shipping companies which had been repeatedly involved.

GOV'T GROUNDS ALL

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Panlilio files plunder raps against Bong Pineda
ACROSS / A15

BIR seeks dismissal of 51 collectors
BUSINESS / B1

PHILIPPINE DAILY INQUIRER

NEWS, FEARLESS VIEWS



EDMA Tolon prays the recovery outside the Sulpicio Lines passenger terminal office in Cebu City.



ONLY A PORTION of the 21,800-ton ferry MV Princess of the Stars, which capsized off Sapan Island in Basilan on Saturday, is visible. The ferry, which sailed from Manila on Friday on a 22-hour trip to Cebu City, carried more than 700 passengers and 121 crew members.

AP/WIDEWORLD

57 ship survivors so far

'Captain's call to jump ship came too late'

By Delfin Mallari in Iloilo City
and Risa T. Chaves in Manila

THE ORDER TO ABANDON ship came too late, turning a storm-tossed sea into a graveyard for hundreds of people aboard the ill-starred MV Princess of the Stars.

"The ship was already heavily tilted to the left," said Basak Lobo, when the ship captain ordered the ill-starred MV Princess of the Stars to abandon ship, according to the National Disaster Coordinating Council (NDCC). Another 20 were reported to have died.

The order from Capt. Francisco Marasigan came "too late," said Lobo, one of 20 survivors who clung to a lifeboat that miraculously drifted to the coastal village of Dabawan in Marikina town in Quezon, at around 9 a.m. on Sunday.

At least 20 others were reported to have been found alive, bringing to 57 the total number of survivors recovered, according to the National Disaster Coordinating Council (NDCC). Another 20 were reported to have died.

IT SHIP/AA



SATURDAY SURVIVORS: From left, Jonathan Pineda, 27, from Cebu City and Fausto Colon, 31, from Manila, get treatment at the Quins Medical Center in Iloilo City, while Renato Barro Lavarillo, 35, receives the nightmare on the ship at the police station in San Fernando town, Basilan, on Monday.



AP/WIDEWORLD

No sign of life: Divers ordered to bore hole in hull

By Nikko Dixon
and Lella B. Salaverria

DIVERS HAVE BEEN ORDERED to cut a hole with blow torches through the hull of the upturned MV Princess of the Stars to confirm if there are still survivors inside after rescuers pounded on its walls earlier but found no signs of life.

Adm. Wilfredo Tamaro, commander of the Philippine Coast Guard (PCG), told reporters yesterday that it was possible that there were survivors inside after rescuers pounded on its walls earlier but found no signs of life.

"We have given instructions to start coming up with an opening on the hull to facilitate the access of the divers. We gave them permission to

proceed to make an opening on the hull," Tamaro said.

Rescuers from the PCG and the Philippine Navy were involved in the effort.

PCG boats searched the area around the ferry, which

was carrying more than 700 passengers and 121 crew members.

GOV'T GROUNDS ALL

GOV'T, COURTS ACCUSED OF GOING SOFT ON SHIP FIRM

TWO LAWYERS YESTERDAY

launched suit at the government

and the courts for allowing Sulpicio Lines to get away with one of the worst maritime disasters without the shipping company

facing to pay hefty damages to the families of most of the victims, or its owners and officers

facing to serve time in prison.

"That's why [these accidents] are repeated... The courts don't

GOV'T GROUNDS ALL

Hopes fade for those missing in flood

By Nemesio R. Burgos Jr.,
Inquirer House
Kristine L. Alave, Nikko Dixon
and Jocelyn R. Uy
in Manila

THE PROVINCES OF ILOILO, Aklan, Cebu and Antique as well as Davao City were placed under a state of calamity as the death toll from the powerful sweep by Typhoon "Frank" mounted yesterday.

Most of the victims drowned in floods.

Sen. Richard Gordon, head of the Philippine National Red Cross, gave a longer death toll when contacted by the Inquirer last night. He said there were 528 confirmed dead around the country and that the Red Cross was still verifying reports of 19 other deaths, mostly children, in Iloilo.

After painstaking wide coverage

HOPES / A11



LEFT BEHIND: In Manila, Heather Laurel (left) cries and pleads for help from a reporter on Monday when she learned that her parents and five siblings were on the MV Princess of the Stars. Alaya Canasao (right) holds a picture of her missing brother close to her eye.



AP/WIDEWORLD

'Frank' spoils GMA trip to US

By Juliet Labayo-Joselito

PHILIPINE, CALIFORNIA (VIA PLDT)—President Macapagal Arroyo yesterday issued orders directing, including the giving of assistance to victims of the

MV Princess of the Stars sinking by the government and the ship's owners, and the opening of donation accounts by Philippine embassies in the United States, Europe, Asia and the Middle East.

The President can short a speech before the Philippine community here in parallel over a teleconference with the National Disaster Coordinating Council (NDCC) in Manila

TRAGEDY / A1

Gov't, courts accused of going soft on ship firm

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GOV'T GROUNDS ALL

Ill-starred ship pride of Sulpicio

By Margaux C. Ortiz
and Lella B. Salaverria

THE DOOMED PRINCESS OF the Stars was the gem in the Sulpicio Lines galaxy.

The 23,800-ton vessel acquired from Japan at a cost of \$5 million was the largest in the shipping company's fleet. It had no record of any malpractice or mechanical trouble.

ILL-STARRED / A1



House of Usher up for sale on Internet

STUFFY—A LONELY MUM who put his life in Australia up for sale on the Internet was one step closer to starting over on Monday as bids for his house, job and library hit the \$2.2 million.

HOUSE / A10

Gov't grounds Sulpicio ships; inquiries set

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In major investigations
The Department of Transportation and Communications (DOTC) also formed a Board of Marine Inquiry (BIM). One question investigators could then would want answered was why the *MV Princess of the Seas*—which capsized off the Sulu island on Saturday night—was not 400 people aboard—should not be the same that, at a normal sea, placed it in the path of a typhoon.

A Sulpicio official said the shipping firm would cooperate with the government probe.
But Adm. Benjamin Masera (chair of the inquiry board), said the BIM would, among others, try to find out why the captain of the *Princess* took the route that it did.

"We are going to try to find out why the route decided on was the route, whether it was under the influence of the captain or whether it was the result of a decision," Masera said, adding that as far as he knows, there was no part of Sulpicio in Sulu.

Owner's call

Masera said he thought the ship captain should have given a warning to the passengers to get ready when the weather worsened.

"The master should have given a warning," he said. "He told the crew to get ready, but he did not ask over the public address system why the ship was in the area of the storm."

Masera said that Sulpicio Insurance that was Sulu scheduled to leave on Friday decided to postpone its trip, Manila.

"It's the judgment call of the master," he observed.

The DOTC said an up team that would look into whether maritime guidelines should be changed, recommend future action and provide assistance to the victims of Friday's disaster and their families.

A review committee will look at the guidelines for deploying vessels during stormy weather.



SULPICIO Lines first vice president Edgar Go (above) blames a low tide in Manila on Monday, May 29, a portion of the boat after capsized *MV Princess of the Seas* just an hour after it was in Sulu. In a separate investigation, Sulpicio Lines is also looking into the ship's safety record.

and a Sulpicio Presser Vice President, who was also in the boat, said he was not in the boat when it was in Sulu. He said he was in the boat when it was in Sulu, but he was not in the boat when it was in Sulu.

Went in peacefully

The event occurred in December 1997 when Sulpicio's *MV Santa Fe* and the off-shore *MT Victor* collided with *MT Minerva*. More than 4,000 people died in what has been described as the world's worst passenger ship tragedy.

In a press conference, Transportation Secretary Leonardo Mañalac said the Marine department had the Sulpicio vessel in a court of law and that the company had accepted its responsibility.

Mañalac said the passengers who had already begun return to Sulu were ready to be transferred to ships of other companies.

Gov't renewal

He said that there was a need to take a second look at guidelines on deployment of vessels during stormy weather.

The review committee will be composed of maritime officials and engineers.

"What we will talk about is to give

more control and deployment" to the DOTC, Mañalac said.

The International Maritime Organization has on hand and that rules about this. In other words, it's always the rule of the captain, that the Philippines is in a peculiar situation because it is a maritime country.

Mañalac said the government alone could not decide on this and there had to be collaboration with the maritime industry.

The BIM, headed by Adm. Masera, will look into the control that led to the capsizing of the ship.

Hearings this week

Living said he expected the board to come out with its findings and recommendations in 15 to 30 days, but hearings are expected to start this week.

Speaking to reporters just before the DOTC announced the creation of an inquiry board, Sulpicio vice-president for passenger affairs Billy Bontas and the firm had announced any suspension would be addressed "We will operate with the government."

Mañalac said that the company had accepted its responsibility and that, initially, it would not include public cargo vessels "so that the shipping line can be delisted."

"Meanwhile, there will be a

complete suspension while we inspect all their ships starting with those that are in Sulu," Bontas said.

Sulpicio Lines has 11 sail on all passenger vessels, including the *Princess of the Seas*, and seven purely cargo boats.

Certificates complete

Bontas, as an senior press conference, said. So far, as we are concerned we were allowed to sail by the Coast Guard.

The ship had complete safety and quality certificates. As far as we know, although we are still assessing what really happened, the strong wind and waves caused the ship to run aground and start sinking."

Bontas refused to give an estimate of the company's possible losses as the ship was suspended.

He said that the company would want the survivors and compensate the families of the victims.

Sulpicio Lines is also releasing all data whether they were booked with the *Princess of the Seas* or not.

Disaster presentation

Don Roldan-Bontas has filed a formal resolution directing the committee on public service to take the lead in the investigation.

Bontas said the committee was

"irrevocable" based on the details of the ship's departure and the weather conditions by Sulpicio.

In a presentation to media, Bontas noted that the Philippines Coast Guard (PCG)—which gave the Sulpicio vessel the go-ahead to sail on June 29, on June 29, when the storm struck in Sulu—has been told to look into the ship's safety record.

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Gov't, courts accused of going soft on ship firm

Page 4

would begin ongoing investigations into the *Princess of the Seas* hulls," lawyer Billy Bontas said in a subsequent interview.

"The pattern is the government's failure to prosecute and the DOTC's failure to prosecute," Bontas said. "The government has let the victims on their own," lawyer Bontas said in a separate interview.

Bontas said that Sulpicio Insurance was involved in the victims of the Dec. 28, 1987, sinking of the *MS Santa Fe*, which is considered the world's worst passenger ship tragedy. The Sulpicio Lines ship collided

with the oil tanker *MT Victor*, at the Manila Bay, leaving more than 4,000 people dead.

Further years after the Manila Bay disaster, the Supreme Court found Sulpicio Lines liable for overhauling the law. The DOTC said around 4,000 people died in what has been described as the world's worst passenger ship tragedy.

The high court ordered Sulpicio Lines to pay the family of one victim—40-year-old public officer in Manila, Sulpicio Lines said.

Caballero said that 12-year-old Sulpicio Lines—son of a public officer—was killed in the disaster.

The latest court ruling involving the Sulpicio Lines ship found down in September 2000—10 years after the disaster. The Court of Appeals found Sulpicio Lines liable for only for breach of contract and ordered the ship to pay P14.8 million to the family of public officer Sulpicio Lines, who died in the disaster.

Lucky few
The survivors and the victims were among the lucky few who were spared from the disaster. The families of the victims of the disaster were among the lucky few who were spared from the disaster.

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"I remember we were the first, but we were eventually lost," Bontas said in a separate interview.

Both Bontas and Sulpicio could remember the exact date and amount of the disaster awarded by the court was never heard.

He said Sulpicio Lines wanted to settle with the victims after appealing the decision of the lower court. "The settlement amount was never heard," Bontas said.

Bontas said he didn't think the families of the victims for a long or short of court settlement because of the long delay and the high cost of litigation. "They in

ally need the money," he said. Bontas said that the government should hold Sulpicio Lines responsible for the disaster.

"The government can't proceed with the settlement case," Bontas said. "You can't settle the settlement case," Bontas said.

More accidents

A year after the Sulpicio Lines ship, another Sulpicio Lines vessel—the *MT Santa Fe*—capsized, leaving 250 people dead. An investigation found the Sulpicio Lines ship was in the area of the disaster.

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held responsible for the disaster. "It was an act of God," the Board of Marine Inquiry said.

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'Joey' backs Senate testimony at Ombudsman

By Jocelyn R. Uy

MANILA (PNA)—Joey "De Vito" is definitely not backing off.

The case of former Senator Jose de Venecia Jr. yesterday appeared in the Office of the Ombudsman to affirm the details of the testimony he gave in the Senate investigation of alleged irregularities in the \$525-million National Broadband Network (NBN) deal with CTE Corp. of China.

"I have already said what I have to say before the Senate and I am happy that we are already here for the Ombudsman and I am here to tell the truth," the younger De Venecia said.

De Venecia, head of a firm that failed to get the NBN-CTE contract, had claimed that former Commissioner on Elections Chito Topacio-Ayala Sr. had offered him \$30 million to withdraw his business proposal, while the President's husband, Jose Miguel Arroyo, on another occasion, had quietly ordered him to "back off" from the deal.

De Venecia was the second of four former witnesses summoned to testify this month by the Ombudsman to affirm their statements made on the NBN-CTE deal.



DE VENECIA JR.

During his testimony, at one time a non-witness for CTE, de Venecia under oath stated and was the first to affirm his involvement on June 5. Former government attorney official Rodolfo Lameda Jr. and newspaper columnist Jaime Rosendo have yet to appear at this singular agency.

The NBN-CTE contract has since been awarded by President Macapagal-Arroyo. The Ombudsman is asked to determine probable cause for the filing of charges against the officials linked to the account related by de Venecia.

The Ombudsman announced for the first witness was in response to a complaint filed by lawyer Francis Francisco Jr., one of seven complainants filed with the singular agency in connection with the NBN-CTE deal.

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NEGOSYO

Another sea tragedy

IT HAS HAPPENED AGAIN. A SHIP WAS GIVEN clearance to sail despite a warning that a typhoon would hit the general area where it would pass through within 24 hours. When "a tall oil moustache" labeled the ship, MV Princess of the Stars, and sank it off Iloilo Island in Panoson, about 200 of the more than 800 persons aboard the ship were missing as of Monday and were believed to have drowned.

All the 800 missing passengers are finally declared dead, the sinking of the MV Princess of the Stars would go into the records as the second worst sea disaster in the Philippines. The country's—and the world's—worst passenger air disaster was the collision of the MV Doña Luz with MT Vector in Tubbataha between Mindoro and Marikina on Dec. 26, 1987 in which more than 4,000 people died.

Another question: Why did the Coast Guard not exercise extra caution in this case, considering that Sulpicio Lines, which owns MV Princess of the Stars, has flagged in many air disasters? MV Doña Luz was a ship of the Sulpicio Lines. So were MV Maria Marikina, which sank on Oct. 24, 1988, and MV Princess of the Stars, which was down on Sept. 18, 1998.

MV Doña Marikina was affixed to sail for Tacloban at through-Storm Signal No. 3. It had been inland near Layla Bay when it was wrecked by Typhoon Uring, a tropical and 250 lives were lost. It was the second worst maritime disaster in the Philippines since 1987.

Another Sulpicio Lines ship, MV Princess of the Stars, labeled by the strong winds of Typhoon Gulong on Sept. 18, 1998, sank near the coast of Manila Bay and 150 lives were lost. It was the third worst sea disaster in the country.

Given the bad record of Sulpicio Lines, why did the authorities not exercise extra caution before giving MV Princess of the Stars clearance to sail?

Another question: Was the ship 100-percent seaworthy? Considering its size and its relative large passenger capacity, shouldn't it have been rigorously inspected to determine whether it could safely negotiate a sea voyage?

Regional Coast Guard officer Cecil Chen said that with a typhoon approaching, the ship was ordered to take shelter and its captain tried to do that. However, the engine failed and the ship was stuck in the water, right in the path of the typhoon with its 179 life-rafts.

If Sulpicio Lines were a human being, it would be considered a "victimizee." It has not been stationed and made to pay enough for the big toll in terms of lives lost in the three worst maritime disasters in the country since 1987.

On Oct. 29, 1988 the Board of Marine Inquiry absolved Sulpicio Lines of any responsibility in the sinking of the MV Doña Luz. So did the MV Vector in March 1992, a Manila regional trial court ruled Sulpicio Lines "solely responsible" for the accident, and ordered it pay P1.2 million to the heirs of two victims. In 1996, the Court of Appeals absolved Sulpicio Lines of any liability and told the Marine on Vector and Caban Philippines, which had leased the vessel in September 2006 the Court of Appeals affirmed a lower court ruling ordering Sulpicio Lines to pay P54.9 million to the family of an engineer who died in the sinking of the MV Doña Luz.

In the case of MV Doña Marikina, the Board of Marine Inquiry said the disaster was due to force majeure or "an act of God," and held no one responsible. In September 2000, the Philippine court of Justice dropped the criminal case against Sulpicio Lines in connection with the sinking of MV Princess of the Stars, saying that it could not be held criminally responsible for the accident.

After all these cases, including the latest tragedy, indicate that there is a very low regard for the value of human life, a very loose and relaxed set of rules on clearance for sailing and possible irregularities in the manner of such clearances.



Authorities' negligence

'Cold sweat'

VIEWPOINT

JOSE L. HERCERAS

But, that head didn't come overnight from the start, it needed several public incidents that the elite should have in the dream time, effort and resources to reach Thailand's shores. Those rampaged by the Thai elite had to be an atrocity.

"The last time a violent incident against a democratic group," writes that Headley in "The King Never Sleeps," "All the time, he—although not his controversial family—has done his utmost to keep his country safe from a violent incident in his own country."

"The cold had been a 'metaphor of a cold, but just a political thing.' The Thai elite, however, in a society where a headless king is the symbol of the state, the Thai elite had to be a violent incident in his own country."

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'Cold sweat'

VIEWPOINT

JOSE L. HERCERAS

But, that head didn't come overnight from the start, it needed several public incidents that the elite should have in the dream time, effort and resources to reach Thailand's shores. Those rampaged by the Thai elite had to be an atrocity.

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BURMA'S BROKEN PROMISES

2.4 million Burmese citizens were affected by Cyclone Nargis. Over 134,000 are dead or missing.

On May 24, UN Secretary General Ban Ki-moon announced that ruling Burmese General Than Shwe had promised to "allow all aid workers in regardless of nationalities."

Despite this, foreign supply ships with emergency and lifesaving equipment have been turned away or gone home. International relief continues to be slowed.

Burma's debts remain shattered, its people starving and in danger.

General Than Shwe's promises have not been fulfilled.

This is not the only time General Than Shwe has acted without concern for his people. In the wake of the cyclone, his regime renewed the house arrest of Nobel Peace Prize laureate Aung San Suu Kyi. She has been detained for 12 of the last 19 years.

Today, as hundreds of thousands of lives remain in the balance, the world must not stand by in silence.

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SPAIN'S Gerard Pique scores the winning penalty shot, putting his team ahead 1-0 in the Euro 2008 match.

SPORTS

EURO 2008

Spain knocks out Italy, makes semis

VIENNA, AUSTRIA—SPAIN MUST BE keeping the momentum going after Italy's 2-0 victory over Germany in the semi-finals. Spain's 1-0 win over Italy in the quarter-finals was a surprise, but the team's victory over Italy in the quarter-finals was a surprise, but the team's victory over Italy in the quarter-finals was a surprise.

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Clean air drive keeps gov't cars off Beijing

BEIJING—THE BEIJING CITY GOVERNMENT said Monday it had ordered half of its own fleet of cars to be taken off the streets in an early effort to clean up the air for the Olympic Games.

Half of all government and Communist Party cars will be taken off the streets in an early effort to clean up the air for the Olympic Games.

Federer underdog? Pete, Rafa disagree

WIMBLEDON, ENGLAND—BENET Borg and Novak Djokovic say Roger Federer's reign at Wimbledon is at its peak. But Pete Dinkov and Rafael Nadal say Federer's reign is at its end.

Pete Dinkov says Federer's reign is at its end. But Novak Djokovic says Federer's reign is at its peak.

Novak Djokovic says Federer's reign is at its peak. But Pete Dinkov says Federer's reign is at its end.



ROGER Federer at a press conference in Wimbledon.

Massa leads Ferrari's France GP sweep, seizes F1 lead

MONACO, FRANCE—FERRARI'S Felipe Massa won the French Grand Prix on Sunday to take his championship lead and clinch an unlikely one-two finish with teammate Lewis Hamilton.

Felipe Massa won the French Grand Prix on Sunday to take his championship lead and clinch an unlikely one-two finish with teammate Lewis Hamilton.



Felipe Massa celebrating his victory at the French Grand Prix.

Cink rules Travelers

GREENWICH, CONN.—JEREMY CINK won his 10th PGA TOUR title with a victory at the Travelers Championship.

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364-day T-bill rate down by 8.7 bps

By Michelle K. Rosen

THE ONE-YEAR TREASURY BILL rate dropped by 8.7 basis points to 0.781 percent in yesterday's auction, as highly liquid funds accumulated for virtually risk-free government securities.

Market appetite for the 364-day bill was strong, as tenders reached \$13.446 billion, more than double the government's daily offering of \$6 billion. Strong investor interest in the one-year debt paper did not reflect the market's concern over rising inflation, which was cited as the main reason for the falling interest rate on long-term bonds.

"The market seems to be very liquid, and there could be more migration from other placements like 30-day Treasury bills," said the U.S. Treasury Department's David Sack in a

briefing after the auction.

SOA, offered by the Strategic Securities of PIMCO, is a leading dealer of Treasury securities, which said that demand for government securities, the market lack, however, recently made adjustments in the SOA by making it available only for long-term investors. This prompted short-term investors to go back to government securities.

Despite the strong demand, however, the Treasury's auction mechanism applied to stay within the borrowing program and accepted only \$6 billion worth of offers.

"But said there was no need for more borrowing because the government still had enough cash to meet immediate requirements."

The government covered the \$1.1 and 10-day bills from the overnight Treasury bill market, the government

secretary in the second quarter because of open market interest.

He said the SOA would likely bring back the 1- and 10-day bills in the third quarter due to strong market demand.

He said the government also intended to sell 10-year Treasury bonds later this year.

About \$15 billion worth of T-bills are maturing in July, but there is really no pressure to sell new 30-day bills to replace them.

"The government could sell less than \$15 billion in T-bills. We don't need liquidity, we just want to provide investment opportunity to small investors," Sack said.

He said the new 30-day bills were interest rates would remain a demand item, but said it was hard to predict where interest rates would actually go in the coming months.

Galoc startup delayed again

MANILA—FIRST CEO FROM THE Philippines' Galoc startup is expected to start July as Typhoon Pongsona has brought construction work to a halt, adding to a series of delays, equity holders have said.

The Pongsona typhoon damage and Globalstar Systems (GSS) that is to be a \$1.5M launch per day from the all-time high was threatened on Friday ahead of the typhoon's passage. GSS then said the American South East Asia

Telecommunications is unlikely before June 21, which will further delay the firm's strategy until July, the company said.

"Although there is only a small construction work left to be done before completion, it cannot be completed until the typhoon has passed and the PPSO is reconnected," the statement said.

"There is a new expected to commence in early July. The construction work about two weeks after the typhoon impact, which was expected to be in June 15."

It is also the latest in a series of delays that have seen the firm's strategy repeatedly postponed from initial plans for a 2009 quarter launch.

Otto Energy said the launch track for the typhoon, which is currently in the South China Sea, is expected to be in the Philippines and is expected to be in the Philippines and is expected to be in the Philippines.

The Galoc firm has great significance, not only for the Philippines, whose market is expected to be in the Philippines, but also for the Philippines, whose market is expected to be in the Philippines, but also for the Philippines, whose market is expected to be in the Philippines.

Hog raisers seek zero tariff on farm inputs

By Amy R. Stone

LOCAL HOG RAISERS ARE SEEKING government assistance in the form of tariff relief on farm inputs and equipment, and the establishment of a diagnostic laboratory to help them recover from the adverse impact of the disease that ravaged their farms last year.

In a letter, Galad U. Shah of the National Federation of Hog Farmers Inc., said the industry was seeking zero tariff on feed ingredients and farm equipment.

The industry filed a petition on May 14, March 16, the Thai Federation has yet to act on it, the group said.

Perils account for 65-70 percent of the industry's cost, which has grown up in 2008 a 10% rise from 1998 per ton, and the cost of the industry's cost, which has grown up in 2008 a 10% rise from 1998 per ton, and the cost of the industry's cost, which has grown up in 2008 a 10% rise from 1998 per ton.

Last year, about 30 percent of the country's backyard swine farms were helped out and more than 20 percent of commercial farms were adversely affected by swine diseases, including a strain of the porcine reproductive and respiratory syndrome.

About 60,000 out of the 300,000 swine in Central Luzon had died due to diseases, said Alex Reyes, chair of the SMRI hog association now held on July 1-4.

"The problem is we have no proper diagnostic laboratory to identify the disease status that we have today, so we do not know what disease we should vaccinate," he said.

Reyes said the industry up to now didn't know what swine disease was the cause. "That's why we need a diagnostic lab to act on it."

"It is in this sense that we ask for a state-of-the-art diagnostic lab that can properly identify those diseases," he said.

Reyes said, he said, use for the government to establish a diagnostic facility by joining forces with the US-based International Swine Health Information Center, which operates a swine disease diagnostic laboratory for disease identification.

SM's Hamilo ...

Programs

proper was launched. About 1,200 individuals, all of whom will be put up for sale into the hamilo-hamilo facility.

Individual donors will be \$100,000 each, while shares for corporate buyers will be \$100,000 each.

The Pao de Laro project covers 40 hectares, 65 km, the US-based Hamilo Center development covers about 1,000 hectares.

SMC, vice president for investor relations, said the Hamilo Center project was expected to launch next five into the local economy of Batangas.

"We expect to employ as many as 70,000 people for the whole project, and much of the income from the local economy," the SM

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LIFESTYLE

Editor: Rhonda Sison San Juan

For health inspiration, visit www.phillymag.com or 2007 (2007) and 2008 (2008) at www.phillymag.com

Healing by light

By Margie C. Berlanga
Contributor

AN UNUSUAL EGG-NOG by background, the light therapy occurred into natural healing when her best friend and business partner (who still remains married) was diagnosed with cancer.

"I felt so hopeless, but taking my friend to doctors, therapy sessions, probing her antibodies at the neck and other parts, buying her medication" she recalls. Every hour long-acting with the oncologist resulted from hope and healing.

When her friend was struck with terminal leukemia, she had to stay in the hospital for two months for all sessions of radiation on her abdomen and stomach. But instead of getting well after being discharged, Mendoza's friend's status deteriorated into the upper side of her lung.

Meanwhile, her friend's son also had a tumor in her right breast and the oncologist recommended chemotherapy.

The need to prolong her life was probably—approximately by P15,000 a month, with the treatment reducing for a year through a national, the most successful. Frequency generated therapy (FET) in 18 sessions, the long-term treatment.

Although, the therapy helped manage Mendoza's friend's cancer,

Frequency-generated therapy is said to offer an alternative in health and wellness

she died of other complications—mainly low blood pressure that led to multiple organ failure. Nonetheless, FET helped prolong her life without expensive medication.

Light and sound generator

FET is a light and sound generator that looks like a fluorescent light lamp and is used by pain management.

Developed in the '50s by an American scientist, it includes a laser microgenerator by focusing in their natural frequency, of the number of cycles per second or which they pulsate.

Explaining the technology, Mendoza says, "Think of the body as a ball. There's something going on between the receiver (the pulsation) and the body. FET is our hands and it kills the cancerous cells who are giving the body a hard time."

Regarding the FET machine, Mendoza stated the process to destroy the patient's cancer cells, viruses, bacteria, parasites

and infections. She also used the machine to boost the patient's energy and tone.

Good use

Left with the FET machine, Mendoza eventually decided to put it to good use by opening the Pains of Light Wellness Center. "I just got into the wellness business because of the economic crisis I incurred in taking care of her. I saw how she died to win the battle of the big C—the end, with her constant interaction with God and with the exposure to the FET machine," she says.

Mendoza says cancer events have happened at the center. Mendoza cites patients, recommended by a dermatologist, who were relieved of psoriasis.

"With more a thousand ailments that I discovered FET could handle, there's only a couple that I've not found—an intense and taking the death from behavioral changes have a corresponding frequency in," says Mendoza.

Side effects

When clients describe their condition and the history of medication, the wellness center provides them research-based information on the medication's possible side effects and recommended precautions.

"There could I question what medication does to alcohol? Although it helps drive out the symptoms, some build up."



RHONDA SISON SAN JUAN, president of Pains of Light Wellness Center, demonstrates the use of the FET machine.

"The body has to detoxify to get rid of the unwanted chemicals and debris left from killed pathogens. When this happens, the body's immune system gets a boost and healing begins. With healing comes a variety of good feelings. Then with every good feeling comes a good result that gets recognition," she says.

Doctors who have seen improvement in patients after a few sessions of FET have been very positive. Mendoza adds that the Pains of Light Wellness Center has no licensed medical doctors on its roster.

Pains of Light is at Unit 1502 Luningan, Alagha, 209 E. J. Dr. Alagha, Alagha, New Manila, QC (tel. 5562497 and 4071140); and Unit 807 (Floor 804), 7901 Baguikan, San Antonio Village, Malabon (0902302, 3871408 and 09070707; loc. 101).

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BY APPOINTMENT



We present a summary of the results.



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CONCEPTS 50 BOOKS





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The above featured the members of Manila, JC Bonifacio, James Reyes, JJ Hobe, Arnel Bonifacio and Angie Lloves.

Several paper stylish winners were named at the Security Bank Press. Clark is an entrepreneur, at more important moments will be chosen from among the guests of the after-noon highlight show. The Security Bank series continues in August till the end of the year at the grand lobby of Shangri-La Hotel Manila, no less, delishious.



Fuel lunch at Circle:

It was only being together for the lunch lunch at one of my favorite spots, Circle of the busy busy Shangri-La Hotel Manila. The latest international Shangri-La Hotel welcomed us, led by the attentive and charming Vinita Lu, sufficient money manager of Circle Hotel, the delishious of their latest to new delishious programs, delishious.

After the usual exchange of talking notes, we sat down for the delishious lunch. This time was to announce that Shangri-La Hotel and Resorts in the Philippines has been recognized the strength of money, who are secure, confident, and career-oriented.

The above featured the members of Manila, JC Bonifacio, James Reyes, JJ Hobe, Arnel Bonifacio and Angie Lloves.

Several paper stylish winners were named at the Security Bank Press. Clark is an entrepreneur, at more important moments will be chosen from among the guests of the after-noon highlight show. The Security Bank series continues in August till the end of the year at the grand lobby of Shangri-La Hotel Manila, no less, delishious.



MOI with Joy Lopez, director of sales and marketing, Tropicana, Manila, and Michael Bonifacio, director of marketing, Shangri-La Hotel Manila.

SHANGRI-LA New Executive Regional King, SM, Shangri-La's, Shangri-La Hotel & Spa, with Head of the Shangri-La Hotel, Shangri-La Hotel and Resorts in the Philippines, Hobe, Shangri-La Hotel and Resorts in the Philippines.

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'The Warbirds'
 Art Lili Jones sings, "The Warbirds," was recently performed at City Opera at Grandt 3, and will soon be in local theaters.

